

EXHIBIT C

1.1 Application

- 1.1.1 These standards apply to the construction of all new public or private streets or the reconstruction of any existing streets.
- 1.1.2 Compliance with these standards shall be established in the construction drawings and site plans submitted to the Building and Growth Management Department at the time of application for Site Plan Review.

1.2 Context

Different land uses require different roadway types, and the wrong combination of land usage and roadway type can result in incompatibilities between pedestrians, motorists, and the built environment. The design of the street should reflect the context within which it is located.

These standards establish three roadway types within the Murdock Village PD rezoning: Boulevards, Major Roadways, and Local Roadways. The usage of these roadway types within the established land use areas shall occur according to the Roadway Context table included with these standards.

1.3 Street Standards

Street design shall be depended upon the adjoining intended use of the land. The right of way widths, number of lanes, lane widths, and other design criteria are dependent upon the context of the roadway and are established in the Street Standards table included with these standards.

1.3.1 Right of Way Zones

The right of way shall be divided into two zones, the Vehicle Zone and the Pedestrian Zone.

A. Vehicle Zone

The Vehicle Zone is that area of the right of way intended for use primarily by vehicles. This zone includes travel lanes for motorized vehicles and for bicycles, parking lanes, left-turn lanes, and raised medians.

B. Pedestrian Zone

The Pedestrian Zone is that area of the right of way intended for use primarily by pedestrians. This zone includes sidewalks and landscape strips within the right of way.

1.3.2 Vehicle Zone

A. Rights of Way

Right of way widths shall be constructed according to the Street Standards table.

B. Travel Lanes

1. Lane widths shall be constructed according to the Street Standards table.
2. Local Roadways may be constructed as one-way streets. In such cases, each one-way street shall have two travel lanes and on-street parking on both sides, as established in the Street Standards table.

C. Parking Lanes

1. On-street parking lanes shall be constructed according to the Street Standards table.
2. On-street parking lanes are primarily intended to consist of parallel parking spaces, but angled parking – either head-in or back-in – may be included if the width of the parking lane is expanded appropriately. In no case shall the expansion of parking lanes cause any reduction in the width of the Pedestrian Zone, or of any travel or left-turn lanes.
3. Parking lanes may accommodate bicycle parking.

D. Left-Turn Lanes and Raised Medians

1. Left-turn lanes and raised medians shall be constructed according to the Street Standards table.
2. When required, raised medians shall meet the following standards:
 - a. Widths shall be at least equal to that required for left-turn lanes. Any width in excess of this shall not be included through any reduction in the width of the Pedestrian Zone, or of any travel or parking lanes.
 - b. Widths shall be at least four feet when adjacent to left-turn lanes.
 - c. Landscaping shall be done in accordance with the standards established for landscape strips.

E. Bicycle Lanes

1. Bicycle lanes shall be constructed according to the Street Standards table.
2. All bicycle lanes shall be a minimum of five feet in width. All bicycle lanes shall be striped separately from all travel and parking lanes, and shall be marked appropriately through signage and pavement markings.
3. Storm drain inlets located within bicycle lanes shall have openings that are perpendicular to the direction of travel. Curb inlets should be provided whenever possible.

F. Intersections

1. Curb Extensions

- a. Curb extensions shall be included at intersections of Boulevards with any other roadway type, and at intersections of Major Roadways with any other roadway type when that intersection occurs within Mixed Use, Commercial, or Residential areas.
- b. Curb extensions may eliminate required parking lanes.
- c. Curb extensions may include landscaping, in accordance with the standards established for landscape strips, provided that such landscaping does not interfere with use of the curb extensions by pedestrians, as intended.
- d. Curb extensions are not required at any intersection with a roundabout.

2. Roundabouts

a. Usage

- 1) Roundabouts are not required, but should be considered when two Boulevards intersect.
- 2) A roundabout shall be installed when more than two streets of any type intersect.

b. Standards

- 1) On-street parking shall not be permitted within the right-of-way of a roundabout.

3. Crosswalks

- a. All intersections involving a Boulevard or Major Roadway shall require crosswalks, indicated through pavement marking. Intersections located within any area designated as Town Center shall include raised crosswalks.
- b. All intersections involving Local Roadways within any area designated as Town Center shall require crosswalks, indicated through pavement marking.
- c. All signalized intersections shall require crosswalks or raised crosswalks, as determined by roadway designation and street location.
- d. All raised medians shall include pedestrian refuges.

1.3.3 Pedestrian Zone

A. Sidewalks

1. Sidewalk widths shall be constructed according to the Street Standards table.
2. Sidewalk widths may exceed the minimums established in the Street Standards table, but no increase in sidewalk width shall result in the reduction of any required landscape strip, or of the Vehicle Zone.

B. Street Furniture

1. Street furniture shall be installed according to the Street Standards table
2. Street furniture may consist of benches, bus shelters, bicycle racks, waste receptacles, street planters for trees or other vegetation, or any other item placed upon the sidewalk, excluding signs, outdoor displays, or outdoor storage.
3. All street furniture shall be safe and sturdy and shall be maintained in good repair.
4. No street furniture shall be placed within five feet of any exit, fire hydrant, or upon any handicapped access ramp.
5. Street furniture may be placed within the landscape strip. In the case of benches and trash receptacles, the furniture shall be placed upon a concrete pad connected to and built to the same standards as the adjacent sidewalk.

C. Landscape Strips

1. Landscape strips shall be installed according to the Street Standards table.
2. Landscape strips shall be installed between the roadway surface and the sidewalk.
3. Landscape strip widths may exceed the minimums established in the Street Standards table, but no increase in landscape strip width shall result in the reduction of any required sidewalk, or of the Vehicle Zone.
4. All planting within landscape strips shall conform to Florida-Friendly standards.
5. All planting within landscape strips is encouraged to conform to Low Impact Development design standards.
6. Shade trees should be planted in such a manner that at maturity the adjacent sidewalk is adequately shaded.
7. When landscape strips are not required, planting including planter boxes and street trees with grates shall be located in the area immediately adjacent to the roadway surface, where the landscape strip would otherwise be located.